

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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50X1-HUM

COUNTRY East Germany

REPORT

SUBJECT Production of Soviet-Designed
Missile Transport Low-Bed Trailer

DATE DISTR. 31 JUN

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REFERENCES RD

DATE OF
INFO.PLACE &
DATE ACQ.

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. In August 1959, the production of low-bed trailers, with the designation TL 03-40 spez., was assigned to Fahrzeugwerk Treuenbrietzen¹ as a result of a resolution of the East German State Planning Commission as well as the Government Contracts Section of the Ministry of the Interior.
2. In September 1959, discussions were carried out with officers of the Soviet army. Chief negotiator on the Soviet side was a Lt. Col. Gavrilentkov (fnu); on the German side, the enterprise director and an assistant. The Soviets supplied the construction drawings (blueprints) as well as the pertinent material lists, time-tables, technical illustrations and specifications.
3. Production was carried out under the indicator "heavy-duty trailers for special acid containers". The prototypes (0-series) were continuously supervised and checked by Soviet engineer officers (Ingenieuroffiziere). At the same time, discussions were carried out with VEB Fahrzeugwerk Waltershausen and Fahrzeugwerk W. Hunger K.G. Frankenberg, who were to deliver the hydraulic systems for these special trailers.
4. After the first of these vehicles was constructed, it was delivered to Jueterbog via Wuensdorf for "completion" (Komplettierung)². The vehicle was towed from Fahrzeugwerk Treuenbrietzen by a special Soviet prime mover (Spezialschlepper). At this time, the Fahrzeugwerk officially turned the vehicle over to the Soviets, in the presence of a representative of the plant, Lt. Col. Gavrilentkov and a Maj. Gen (Gen Lt.) Udyentkov. No enterprise personnel were present at the stress, capacity, and operating tests. Lt. Col. Gavrilentkov indicated that this low-bed trailer was to be used for the "transport of extra-heavy missiles (ueberschwere Geschosse)".

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STATE	X	ARMY	EV	#X	NAVY	X	AIR	EV	#X	NSA	X	FBI	ORR	EVX	OSI	X
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5. After satisfactory completion of the tests, the production plan for the 1960 production year was assigned to the enterprise. One hundred and 20 trailers are to be constructed, in capacities of 20,30, 40, or 50 tons according to Soviet instructions. Production figures worked up by the enterprise and coordinated with the Ministry of the Interior and the Bezirk Council indicated that 120 low-bed trailers of the cited series were to be produced in 1960 by the cited firms. Thirty units were to be delivered each quarter. Materials were to be made available up to the second month of the quarter preceding the production quarter.
6. Accounting was to be handled by the Bezirk Council competent for the individual enterprises. In order to further camouflage this government order, HO Spezialhandel was called in to help with the bookkeeping, thus obviating any direct financial transactions with the Soviet units. Price per trailer was approx. 120,000 DMEast.
7. In order to insure that the production program go off without a hitch, the enterprise was allotted, in conjunction with the Soviet construction staffs, a special investment of five million DMEast.
8. The following machines for the pressing, cutting, and forming of the basic materials were delivered in 1959:

1	180-ton press
1	100-ton press
1	350-KVA butt-welding machine
1	plate-bending machine Ø 15 mm.
2	plate-cutting machines, 15 mm. and 20 mm. impact knives
8	turning lathes
1	new-type automatic milling head, controlled from three sides
1	circular grinding machine
1	thread die machine, up to 60 mm.
10	new welding converters (generators)
9. Physical expansion of the enterprise is planned for 1960. The designs for this construction were completed in October 1959. The plant is to be completely newly constructed in the Treuenbrietzen railroad station area. Five large work halls, 100 m. X 25 m. X 15 m., are planned as well as a transformer station, a wood-working shop, and a paint shop. The building site, acquired in November 1959, covers three hectares. After completion of these buildings, only government contracts will be handled by this enterprise.
10. All profiles used in the government program are part of the government special allocations and are allotted directly by the State Planning Commission. Stocks in excess of plan are either charged to the subsequent quarter or must be returned to the delivering warehouse. Material stocks and stores, as well as the processing thereof, are checked monthly.
11. Those persons engaged in the production of these trailers have special enterprise identity documents. Riebe (fnu) of the Jueterbog field office of MfS Potsdam is the MfS staffer assigned to this enterprise. Personnel lists are available to the MfS.

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12. The low-bed trailers constructed by the above-mentioned firm are built exclusively for the Soviet Army. Delivery and acceptance were accomplished through representatives of Soviet units in Wuensdorf. The TL 03 is also produced in other sizes:

20 to 50 ton in Fahrzeugwerk Treuenbrietzen
 60 to 100 ton sizes in Fahrzeugwerk W. Hunger KG,
 Frankenberg

13. The following firms are responsible for the cited sub-contract work:

- a. Complete hydraulic system-Fahrzeugwerk Hunger KG Frankenberg.
- b. Tires - VEB Reifenwerk Fuerstenwalde
- c. Ball steering rings - VEB Felgenwerk Ronneburg
- d. Wheel rims - VEB Felgenwerk Ronneburg
- e. Pressure tanks for hydraulic system - VEB Berliner Bremsenwerk and
 and imports from the USSR
 The hydraulic brake system and the pressure pipe for the hydraulic system - Berliner Bremsenwerk
- f. Steel plate - imported through VEB Importex(sic)³ Frankfurt/Oder.
 All steel plate is delivered complete with test results; it comes from Poland, and the USSR. 50X1-HUM
- g. Steel beam profiles - Berliner Metallhandelskontor, VEB Walzwerk Finow, and VEB Stahl-und Walzwerk Hennigsdorf.
- h. The base plate for the platform was delivered in vaulted form from the Soviet Union. It was neither processed nor altered in the enterprise. The base plate, produced by the deep-drawn process, is made of a special acid-resistant alloy and is of above-average hardness (ueberdurchschnittliche Härte).
- i. Welding needs - Kjellberg Gmbh Finsterwalde
- j. Paint (olive green) - Soviet units in Wuensdorf.
- k. The curved sheet metal for the load space as well as the necessary electrodes for welding of the special beads was delivered by the Soviets. All scrap, including the end pieces of the electrodes, had to be returned.
- l. Material for the construction of the basic chassis was delivered by VEB Importex (DHZ).³
- m. Axle units were delivered by the VEB Achsen-Federn-u. Schmiedwerke Hermann Matern, Rosswein.

14. The angle of tilt of the load space is 28°. The load space is designed for cylindrical objects. Semi-circular clamps (Greifer), hydraulically controlled, are located on both sides of the tilting platform. These clamps, which open and close, are capable of lifting a load from the side. Two hydraulic jacking units are located on each side of the platform to raise or lower the load space. On top of the forward truck is a windlass which is used both to control the rear truck and to take on loads. Toward the rear of the chassis are two jacks used to raise the chassis, necessary for the withdrawal of the rear truck prior to raising the platform. The controls are set up on the front and side of the vehicle. The vehicle does not have its own compressor but must be serviced by the prime mover.

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15. Technical specifications of this special trailer were given as follows:

Designation	TL 03-40 spez.(special)
Vehicle type	Low-bed trailer for transport of heavy cylindrical objects: special hydraulic system for raising and lowering the platform up to an angle of 28°. Rear truck can be withdrawn when the platform is to be raised. For the protection of the chassis in this position, a heavy-duty hydraulic jack has been attached to either side of the chassis.
Length	14 meters
Width	3.2 meters
Clearance (road)	.6 meters
Horse for steering rings	3 meters wide
Horse for rear truck	3 meters wide
Base plate (arc of vault)	Ø .75 meters
Clamps (arc)	Ø .75 meters
Frame profile	UNP/60 (600 mm.)
Booster (front)	900 mm.
Booster (rear)	900 mm. to 1.2 meters
Axles	Ø 120 mm.
Wheels/tires	11.00 - 20 (heavy duty)
Springs	8-leaf
Compression spring	25 mm.
Spring rest booster	10 mm.
Hydraulics	
Height	700 mm.
Ø	600 mm.
Length of movable platform	8.25 meters
Angle of incline	3.25 meters
Ø of load area	1.5 meters
Windlass (Winde)	
Height	750 mm.
Ø	50 mm.
Length	1 meter
Spare tires	2 each
Towing fork (length):	2.5 meters
(Knorr-type contact brake-Auflaufbremse)	

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16. During the handling of the O-series vehicle and the technical stress tests conducted on the troop training area in Jueterbog/Altes Lager, it was operated by 13 soldiers and two officers. A long object with a rounded nose was loaded on the vehicle. The nose (Kopfstueck) of the object was covered with a tarpaulin. At the same time about 20 supporting rods were placed in the slots in the front section of the vehicle.
17. The operation followed this pattern:
- a. Engagement of the rear jacks, thereby lifting the chassis.
 - b. Withdrawal of rear truck.
 - c. Loading of the vehicle with the long object by means of the windlass.
 - d. Raising and lowering of the platform. The platform was controlled by means of the panel of control buttons on the front knee frame of the unit.
 - e. Hook-up of the rear truck.
 - f. Release of the rear jacks.
 - g. Vehicle was loaded and "ready to roll".
18. The second test was the acceptance of the round object from the side from another special vehicle, by means of the hydraulically-powered clamps and the set of supporting rods cited above. During this test, the rear truck was not withdrawn.

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1. Comment: Not further identifiable. Possibly identical with Fahrzeugbau Baarz w. Gehler Treuenbrietzen, reported in 1953 as building some type of launching rail.
2. Comment: No further explanation was given as to what "completion" entailed.
3. Comment: Possibly identical with DHZ Metallurgie, Frankfurt/Oder, Spieckerstr. 9

Description of Attachment: Seven technical drawings of the TL 03-40 showing various views thereof, including specifications and measurements.

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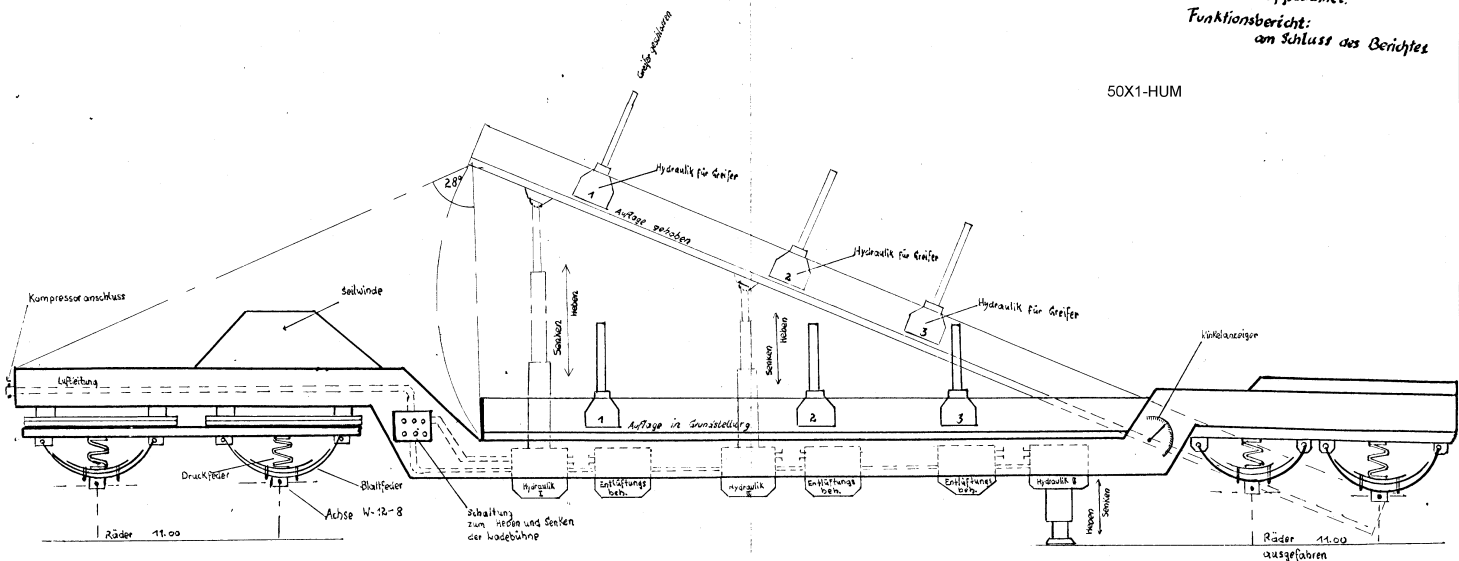
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Ansichts-Skizze zum Tieflader TL 03 to spez.

Maßstabelle: anliegend
Material +
Zulieferer = besonders im Anhang
aufgezeichnet.
Funktionsbericht:
am Schluss des Berichtes

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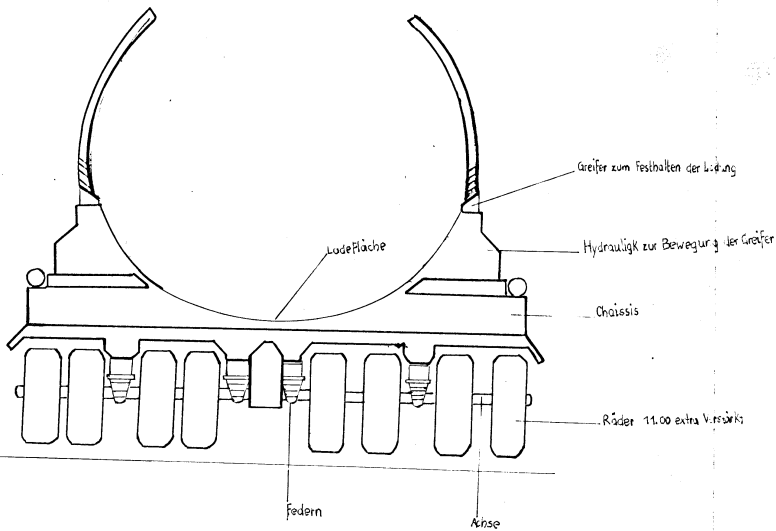
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Tieflader TL 03 to spez.
Tragfähigkeit to to

Nr. 2

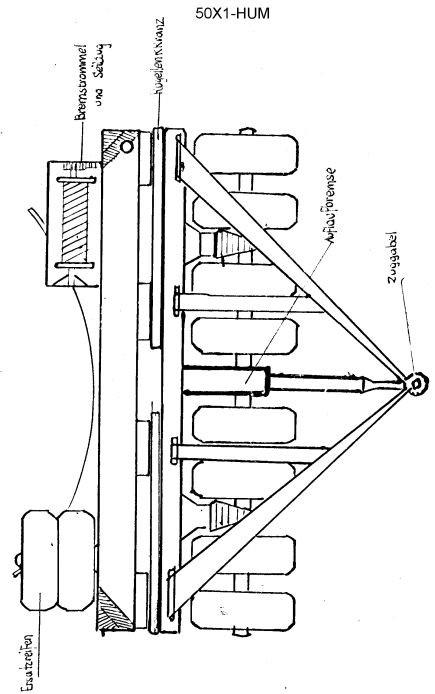
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Rückansicht des TL 03 40 spez.
mit geschlossenem Greifer
und eingefahrenem Fahrgestell



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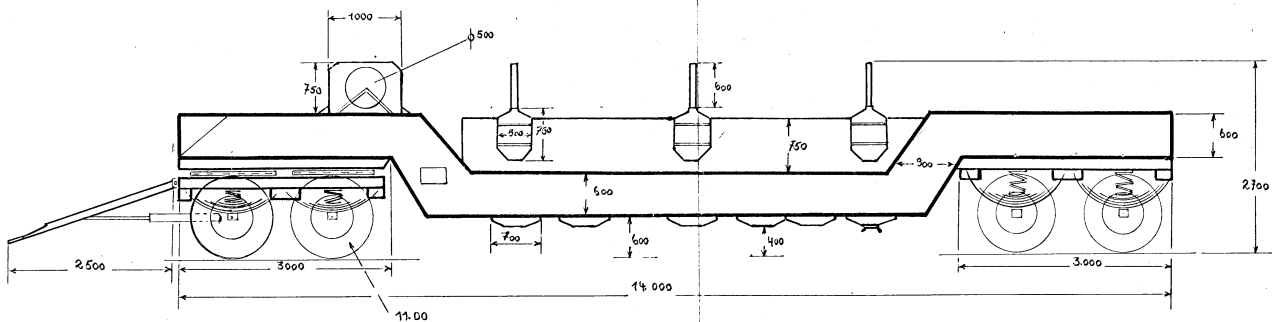
Vorderansicht des TL 03 40 spez.



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Side view with lowered platform and trucks in place;
ready for operation and travel.



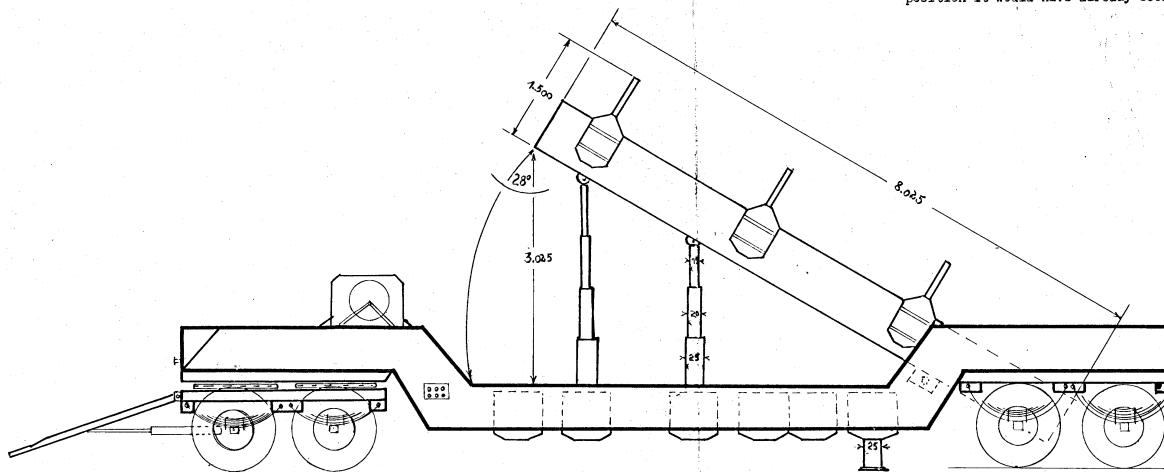
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Einzelmasse in den einzelnen Zeichnungen

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Side view with raised platform and rear jacks under chassis. Rear truck is shown in place, but in this position it would have already been withdrawn.

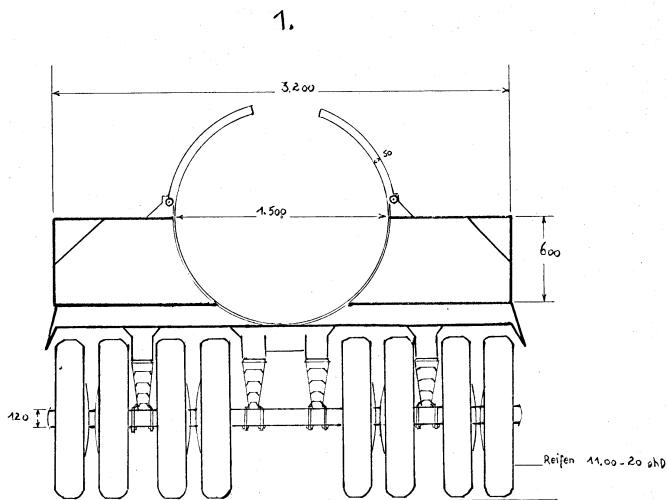


Das hintere Fahrwerk wird vor dem Heben der Kopfplatten nach hinten ausgefahren.

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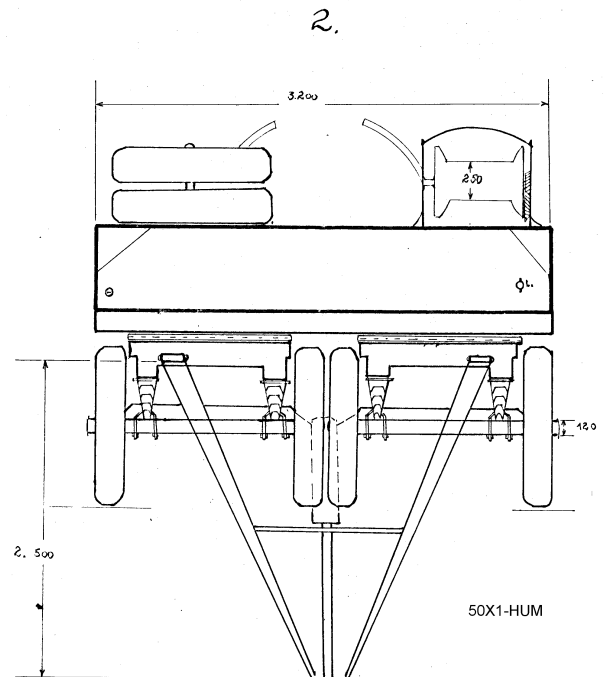
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Rear View
Hinteransicht



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Front View
Vorderansicht

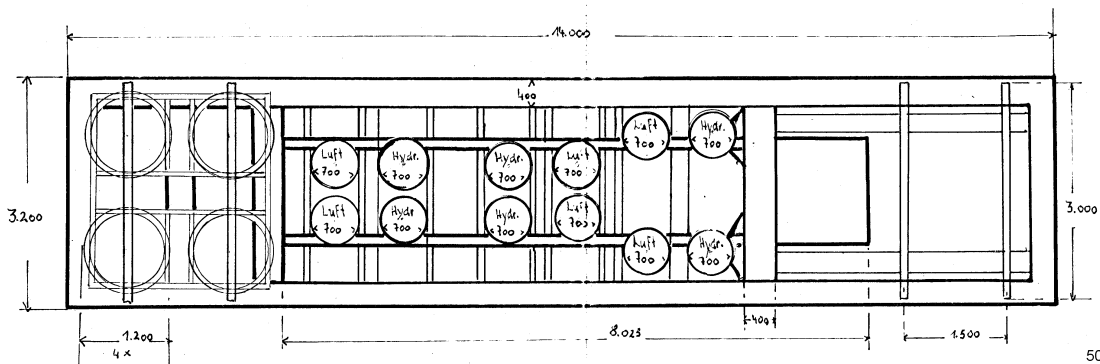


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Bottom view showing the four turning rings and the hydraulic system for jacking the chassis and for raising and lowering the platform.

Profile UNP
werden gesondert gezeichnet



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Untere Ansicht
mit Hydraulikanlage:

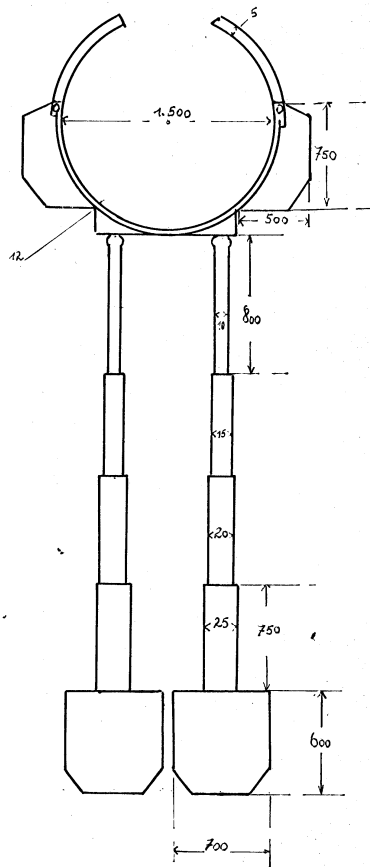
Hydr. = Hydraulisch

Hydraulikanlage mit Leitungssystem
Wird gesondert gezeichnet.

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Operation of the hydraulics. View of closed clamps and raised platform through the front hydraulic system.



gewölbte Bodenplatte = 12 mm stark,
gezogenes V¹ Stahlblech
säurebeständig

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